

Twice a Month!



messing about in **BOATS**

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.



Our Next Issue...

Will have some great new features along with more of the sort of things we've been running the last couple of issues. Tom McGrath is back sailing as far as he can in his Townie, now a Tartan Plaid Townie; Weston Farmer will commence a two or three part reminiscence about the early days of powerboating in Halcyon Days; the Cape Cod Frosty dinghies will be about to go racing so we'll have a look at that boat; we MAY get to a DN regatta if conditions permit down Maine; we'll also look at Torpedo, a stitch and glue sliding seat homebuilder's delight. Amongst the backlog of the sort of things we've been running are Capt. Jim's old time boat plans; the Heritage cat-boat; the Chessie Flyer, Brick; Fred Shell's sailing dinghies; and more. They keep coming in. It's so nice . . .

On the Cover...

If winter comes, can summer be far behind? This delightful summer scene came on a Christmas card received from Dot and Jules Weible. That's a 1900 vintage sailing canoe they restored and are enjoying. Just thought maybe a bit of a boost in darkest February . . .

Commentary

BOB HICKS

Below the Consumer Line

Regular readers will be well aware by now that this is not much of a "consumer" magazine. I don't get into all the articles that promote the sale of the latest consumer goodies cranked out for the boating public. When I do run articles on boats or gear or services for sale, they are provided by other small time tradesmen not unlike myself, people who want to earn a living from boats but who are not very good at the "bottom line" philosophy governing mass consumer marketing today. I don't happen to be a very good consumer, as I've mentioned before.

Yes, I dwell on really nice boats and gear from time to time, like the 19' pocket cruiser MADRIGAL in this issue. Dave Gerr is another individual entrepreneur, so's Howard Mittleman. Yet their latest effort is going to cost the eventual buyer around \$28,000, about the price of a luxury car. It will certainly be a good value for whoever can afford it, but that isn't me. So my "pocket cruiser" will be the 18' carvel planked round bottom centerboarder I bought for \$750, upon which I will lavish about another \$500 and some hours of restoration labor. When done it will embody some of my own preferences in a camper cruiser, and be useful and enjoyable (I hope) for less than a \$1500 investment.

You don't NEED to spend a lot of money to enjoy your boating. Look at our storyteller, Tom McGrath, that ancient Townie of his takes him on one adventure (and struggle) after another, and it's a pretty raggedy craft to hear him tell it. How about those two boys in "Adventure Down the Bay"? Sure that was 85 years ago, but they took off for fun with only basic gear in a basic boat. Back to the present, one thing I hear from the sea kayakers is that they can enjoy boating on a budget. Maybe \$1200 or so for a good sea kayak sounds like a lot, but it does buy a very versatile craft that is also easy to store at home and cartop to the water. And, you can buy perfectly decent used ones very cheaply too.

Buying cheaply, I'm into that. I once bought a Folbot folding kayak complete, in decent used shape for \$100 from an elderly man who no longer had his son nearby to join him afloat. It was his asking price in a local weekly classified publication I ALWAYS read. I figured to maybe use it but right off a friend really wanted it, so . . .

I like \$500 boats, that is, boats that are offered in and around that figure. Not a \$500 8' plywood pram, brandy new. No, more like a 16' daysailer with nearly new sails, good rigging, but leaky centerboard trunk and some transom problems. \$500 is not hard to view as play money. You can usually get it back later on when you move on to another wonder. Yes, I know I've already admitted to paying \$750 for my latest acquisition, but it is so NICE and has such POTENTIAL! Going upscale already.

So the consumer boat market goes its way and I go mine. While this magazine isn't devoted to just budget boating or second (or eighth) hand dreamboats, it tends to follow along with my personal quirks. There's this relativity factor at work. SMALL BOAT JOURNAL is carving a niche for itself catering to the consumer who can only afford a small (under 30') boat. They discuss the subject of affordability often. But I see the prices of the boats they feature and have trouble with the definition of affordable. It's like the car ads, "Only \$9995"! Only? My niche appears to be substantially under that of SBJ and they are certainly well under the real "yachting" market.

Is there anybody out there with a niche below mine? I seldom find any of my bargain buys in boating publications. They turn up in the general public classified ads, pages and pages of boats for sale by owners, and amongst them the occasional gem, something I'd like to have at a price that sounds very interesting indeed. In the metropolitan Boston area (I'm 20 miles from downtown) the WANT ADVERTISER is the place. Every week for \$1 a thick book full of EVERYTHING for sale, the boat pages numbering usually a couple of dozen, three columns of ads to a page in tiny, tiny type. It's almost like a flea market.

Being a poor consumer of the latest goodies is not an unhappy state of affairs. I have much fun looking at boats and meeting the people trying to sell them. And later on, when I decide to sell something I no longer want, more of the same, interesting people coming to look and maybe to buy. Much more fun than going to the store and dealing with the salesman. As publisher of this magazine I am, additionally, exposed to much temptation. After all, I get to see all the classified ads FIRST!

Report by Douglas Knapp
From SWAMPED, Journal of the Dinghy Cruising Club

MIRROR, MIRROR. "it's a great boat!"

Bob Fraser might well be called "Mr. Mirror" as his involvement with the Mirror dinghy goes back to the late sixties. Today he sells Mirror kits through his company, Small Craft of California.

Bob first spotted the Mirror while knocking around Europe, buying Seagull outboards in England, toting them via hippie bus to Greece and selling them off there to local marinas. In 1969 he taught sailing for Jack Holt, designer of the Mirror, at Jack's sailing school, a cooperative. Here Bob sailed a lot of boats and especially admired the simplicity of the Mirror.

While on a visit to his hometown of San Francisco, Bob visited the Oceanic Society and there developed, with Mark Switzer, a boatbuilding program. "I just wanted to build a boat and Mark found me the space, a spare room where the Society kept back issues of OCEANS magazine. I moved the magazines out myself."

They selected the Mirror kit for several reasons. Traditional boatbuilding takes too long. Most people don't have the skills or motivation. The Mirror kit was designed for amateur construction and guaranteed results. It was a pioneer in stitch and glue boats and is a really well done kit. And, it is complete. The boat is finished and sailed or rowed away. The finished boat is worth more than the kit price and if it is kept up, its value appreciates.

Bob had no money for that first kit so a member of the O.S. became his patron. He bought the kit and Bob built it for him. "I worked in that little room and people would wander in," Bob explained. He convinced the O.S. that they should buy the kits wholesale and resell them to members at a profit. These members could then build their own boats under Bob's direction. A lot of people got going with boatbuilding under this program.

Fraser was off to Europe again later, in Greece he got involved rebuilding an old wooden boat. "I'd work when the owner had money, and take off when he'd run out." He bought a 12 foot gaff rigged dinghy from a 14 year old American girl. It was painted red, white and



If you'd like to know more about the Dinghy Cruising Association, write to them at P.O. Box 881543, San Francisco, CA 94188-1543

blue and had a 3 foot square American flag flying at the masthead. "What a patriot she was!" Bob sailed around Greece all that summer and got the bug to do small boat sailing.

There were problems back home with the O.S. building program. In Bob's absence, they neglected to pay the kit supplier, a small mom and pop operation that offered really good terms. When Fraser got back, he ended up paying for these kits from his own pockets and so became the Mirror distributor for the U.S. west coast. But the kits were now coming from a new supplier and they weren't as well made.

"It was a Canadian outfit that was too small and undercapitalized. They tried to cut too many corners. I actually went up to their place and re-cut the templates so the kits would go together right." Bob completed a Mirror for himself and took off to Baja in winter, putting a lot of miles on between La Paz and Mulege.

Two years ago at La Paz, just before Christmas, Bob was beached

for days by windstorms and when he finally arrived at La Paz it was still blowing hard. He had decided to try to sleep on the boat because the beach there was too public. But he hadn't really set up to sleep aboard so finally, as the wind kept building, he dragged the Mirror ashore and slept in it there. That night 30 bigger boats hit the beach in the great Cabo San Lucas disaster.

Bob then sold his Mirror and moved up to a Drascombe. So how about the Mirror today? "It's a great boat. I wish I still had one. the Drascombe is great for expeditions but it is still a big boat. You can't beach it with just your crew. We had a rough time in Baja this past winter and I'd trade sleeping aboard for being able to beach the boat. The Mirror is closer to my idea of basic access, fine with sails and oars, while the bigger Drascombe needs a motor. I would like a boat that would cruise two for a week. The Mirror is just a bit small for that, but it's a great boat..."

"You what?"

"We built it and it only took a week."

"Oh, come on."

"No, really, it took just a week, exactly."

"Wow!"

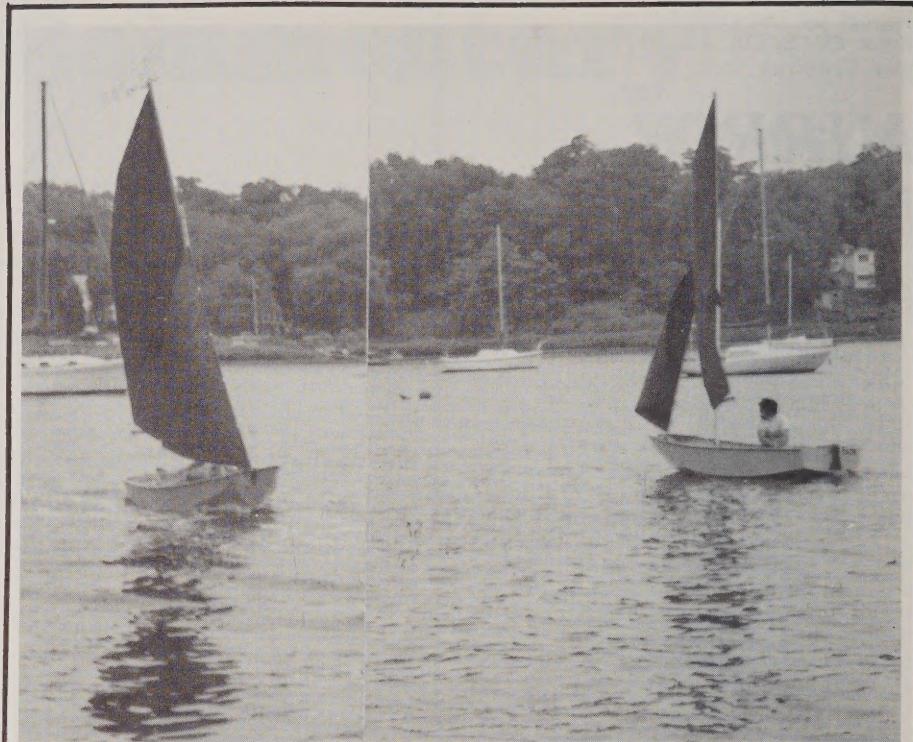
At this point, the other guy is walking around SNOW, shaking his head in wonder and admiration and I'm, well, I'm loving it. Of course, I'm not going to tell him that it was a kit and that it took two more weeks to paint it. Not unless he asks.

SNOW is our Mirror dinghy. For those unfamiliar with the class, the Mirror is an eleven foot long plywood dinghy with a transom bow and a sliding gunter sloop rig. Each and every Mirror was built by its original owner and we're talking 60,000 boats at last count! You could call it a popular design.

I was commuting to Boston from Providence a while back when my car died. Our financial situation necessitated the sale of our sailboat in order to finance a replacement for the car. I refused, however, to be boatless. We had about five hundred dollars left over, which was obviously not going to go very far, boat prices being what they are. I came across an ad for the Mirror, sent for info, and was hooked. I mean, get this; the kit had all of the parts, all pre-cut, every fastener, polyester resin, glass tape, aerolite glue, all the hardware, the spars, the sails, the standing rigging, the running rigging, and a set of oars with oarlocks! All this conveniently priced at about five hundred dollars.

The truck delivered three nondescript boxes a couple of weeks later. The garage was swept out, the boxes moved in and it was Christmas in July. We tore them open with barely suppressed glee. Okay, the glee wasn't suppressed at all . . . "Look at this mahogany!" "And, here, check out this hardware, all Haarken, Wow!" In a joyful game of one-upmanship, Roe and I rummaged through each box, fondled every piece of wood, held up each bag of hardware or fasteners to the envy of the other. Things settled down a bit after a while and we sat down with the manual and parts list and verified that all parts were present and accounted for. This was the first thing that impressed us, the fact that everything was there and in perfect condition yet.

As it was getting late, we repaired to the den with the manual, class rules and other miscellaneous paper, here we got our second pleasant surprise. The manual was extremely well done, well written with good illustrations and a clear, straightforward, step-by-step building process.



"...and it only took a week!"

Construction began by laying the two bottom panels together and drilling holes along the keel edge on three inch centers. Copper twist ties were used to hold them together while they were spread and similarly drilled along with the bow and stern transoms. These were also attached with wire and the process repeated with the topsides panels. The seams were then sealed with resin soaked glass tape. All of a sudden we had what looked like a boat. Son of a gun!

The bulkheads came next, as did the flotation chamber sides. Most of this consisted of attaching cleats to the edges of the various pieces and then gluing and tacking them in place. Simple. The daggerboard case and mast support were assembled and installed. Then came the covers for the flotation chambers, which also served as the fore and aft decks and seats. With the installation of the gunwales and quarter knees, the inside was complete.

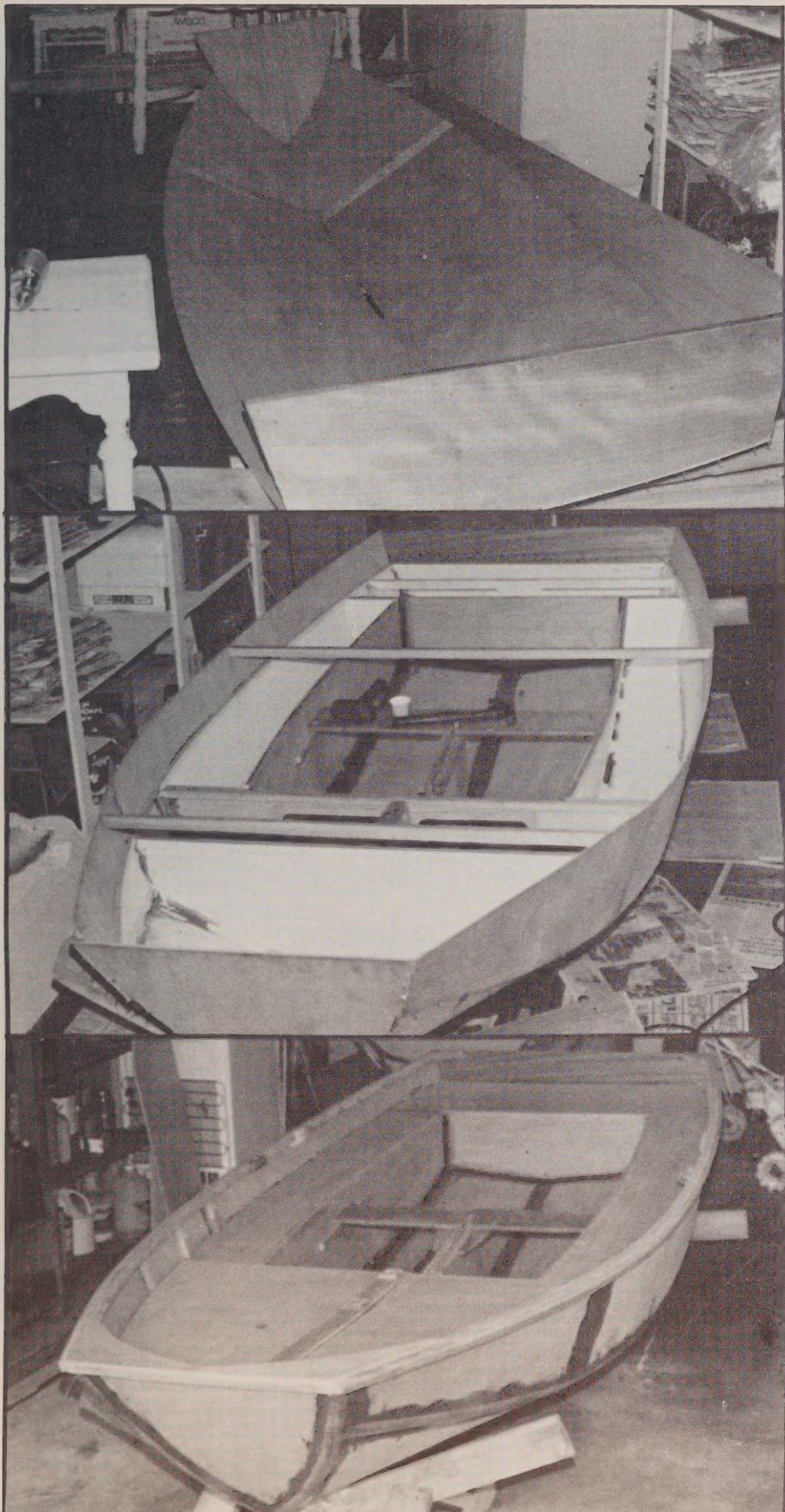
We turned the boat over and trimmed off the wire pigtails with a surform. The seams were filled and glassed, the skeg and rubbing strips installed and some hardware mounted. Everything had gone together with virtually no trimming. Again, we were impressed.

After the remaining hardware was installed, the boat was finished and it only took a week, honest! Painting was another story, however. The gaff and boom (the mast is aluminum) got six coats of varnish. The boat got three coats of paint inside and out, as well as

varnish here and there. The seats and decks were made non-skid by spreading sand on the wet paint. When it had dried, the excess sand was swept off and a finish coat applied. At this point, we were just itching to go sailing, so we figured that sun and fresh air would speed up the drying process. As long as we were outside, we rigged and stepped the mast and bent on the sails. Then we just stepped back and admired her, heavy sighs. She was perfect, or seemed so, with red sails drawing lightly, varnished spars and gleaming yellow hull, white sheets coiled on her grey deck.

The proof of the sailboat is in the sailing, and just how does she sail? Well, heh, heh, just try to catch me! At about a hundred pounds all-up, she's definitely not a pig. Rowing is another matter. I think the oars supplied are a bit short and with the high sides, it can be rough rowing in a blow... Also, since the boat is lightly built, you don't want to invite Uncle Leadfoot to crew. Perhaps he could be accommodated with the addition of a layer of glass on the bottom and gratings or slats in the cockpit.

So there you have it. We did it ourselves, had a lot of fun in the process and ended up with a dandy little boat. The kits are probably more expensive now, but the resulting boat is still a bargain. So, what are you waiting for? Go build yourself a boat!



"But, a bailing wire boat?"

Will a boat laced together by wire really sail and not break apart? After enviously watching boats under sail on the bay for years, I finally decided the only way I would ever sail would be to build my own boat.

When taking a sailing course at the Oceanic Society in 1979, I had seen these strange 11 foot long plywood tubs in the building room. Four pieces of plywood, two sides, two bottom sections, plus transoms, were stitched together with short copper wires into a shape referred to by the O.S. spokesman as a "Mirror Dinghy".

At first I thought that bailing wire boats were not for me. But desperate for a way to get on the water, I finally shelled out \$850 for a large flat box containing the large flat plywood pieces, a bunch of small queer shaped wooden pieces, glue, tape, bags of hardware. Another box had an aluminum pipe and two longish square wooden poles and two round ones.

I lived in a small apartment so I rented space in a third floor loft for \$50 a month and started off spending a day trying to figure out how all those pieces fitted with the instructions. About all I had ever built was a lopsided bookcase in junior high woodshop, netting me a C-. Maybe I had now thrown away a month's pay on something I couldn't do and wouldn't complete!

After a short diving holiday I returned to find the O.S. was anxious to get me to help at their building loft that weekend. Local TV was to film the boat building in progress. As the New Kid that Saturday, I laid out all the pieces and checked them against the parts list. I wasn't much help otherwise, as I didn't know what to do with these parts.

A builder whose almost completed boat I had eyed enviously offered to help me. After that, progress was not easy, but it was gained with everyone helping one another. We spent hours discussing how we would use the boats and what special modifications would work. The man in charge, a Mr. Bob Fraser, returned from Europe in May and was very helpful to non-carpenters like myself.

Step by step, wire by wire, piece by piece, plywood panels and bits of wood came together into a very pretty little dinghy, taking up most spare evenings and weekends. The time missed with friends was well worth it. Since its completion in November, 1980, my bailing wire boat has provided much pleasure to my friends and I.

Report by Doug Hutcheson
From SWAMPED, Journal of the Dinghy Cruising Association.

Starting out by having the seams of the big sheets of plywood wired together, the Mirror hull progresses with inner bulkheads taped and glued into place, then seats and rails glued in place and outside seams taped and glued up. No nails, no screws, just tape and glue (and little wire ties).

Cheap Shelter



When I brought home the 18' carvel planked sloop in need of a winter's work for the coming season on the water, I parked it in the backyard on the trailer at first. There was no place else to put it. Down back of the barn is where the really idle projects go for it's too inaccessible in winter and too exposed to the northwest winds of fair weather.

The main boatshed, a 15' x 30' structure I added to the side of the barn in 1978 held the '41 Chris Craft project, in arrested progress for three years now. The main boatshed "annex", a 15' x 25' "temporary" structure built in 1981 in sections, of 2x3 and 1x3 lumber covered with 4 mil plastic was intended for winter storage of my former 24' keelboat. It was now housing four 16' Brutal Beast cat-boats stored for friends for winter. The "carriage shed", a 14' x 45' connector between house and barn with its open side facing south into the protected backyard, held two old woodie beachwagons, assorted other equipment, stovewood, and under cover parking for the family car. So, what to do about the 18' sloop?

I wanted to be able to work on it on sunny afternoons before spring so keeping it on the trailer under a tarp was no answer. Yet another "temporary" building seemed in order. I seem to be into a career of putting these together. Once I looked into the handy temporary type buildings I've seen written up in the boating press. "For about \$4 a square foot, YOU can have this inexpensive, convenient winter storage for your boat right in your own backyard." Some calculation soon showed that this was pretty expensive storage. So I developed my own handy take-apart temporary structure concept. The

one now sheltering those Brutal Beasts has withstood four winters and Hurricane Gloria successfully. And it was CHEAP, about \$.60 a square foot for materials, and two days work to put together. And, when I'm done with it I can take it apart in manageable sections, walls and roof.

So, to enclose the 18' sloop I needed a 10' x 20' foot structure. This makes up nicely from six wall sections each 6' x 10', three end gable sections (one is midway along the long sides to tie the sides together), and four roof sections. The dimensions permit me to use 10' and 12' lumber with little waste. Each section of wall is identical, 10' top and bottom stringers, 5', 9" vertical studs (to give 6' overall height) of 2x3 lumber with plywood gussets on two of the studs to stiffen the section. Two of these bolt end to end for the long sides, the other two form end walls that bolt onto the ends of each side to form a simple box, 10' x 20' x 6' high.

The roof sections are made of 1x3 strapping, same dimensions as side walls, but the top and bottom stringers are set at angles to lay flat on top of wall sections and against each other at the ridge. The gable ends are triangular wall sections that fit between the top stringer of the end wall and the end stringer of each side of the roof. All of this bolts together with 1/4" bolts or lag screws depending on each joint's configuration. The third gable section spans the two long sides where they join to tie the top stringers of each side together.

The assembled box is then covered wth three rolls of 4 mil poly plastic. 10' x 25' rolls cost about \$4 each. Two do the building's long dimension from sill on one

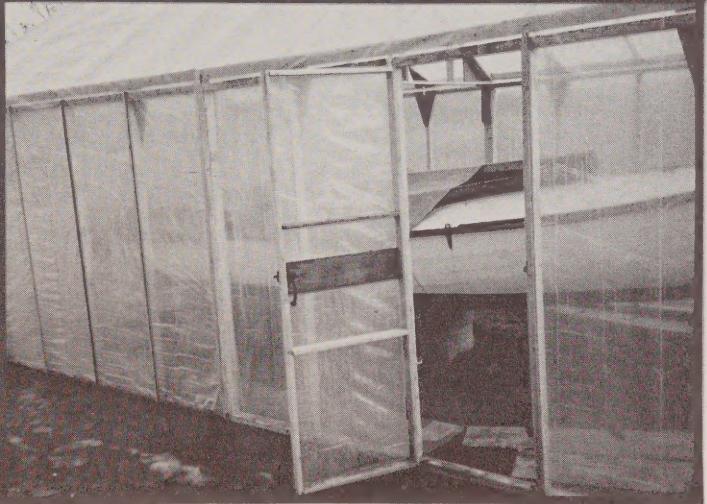
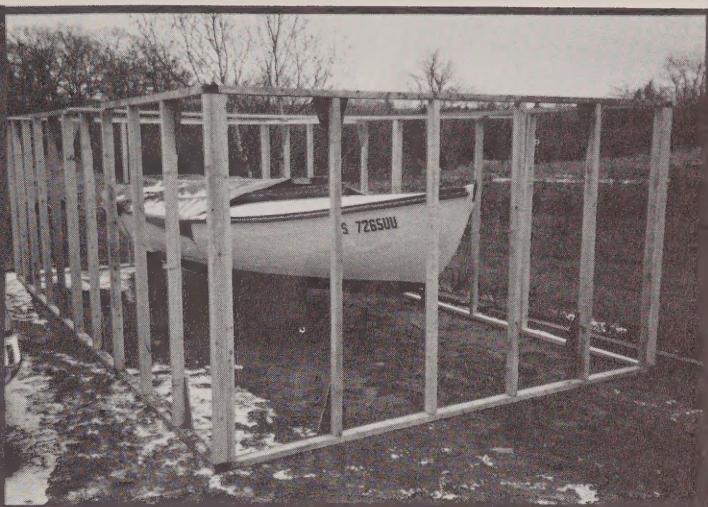
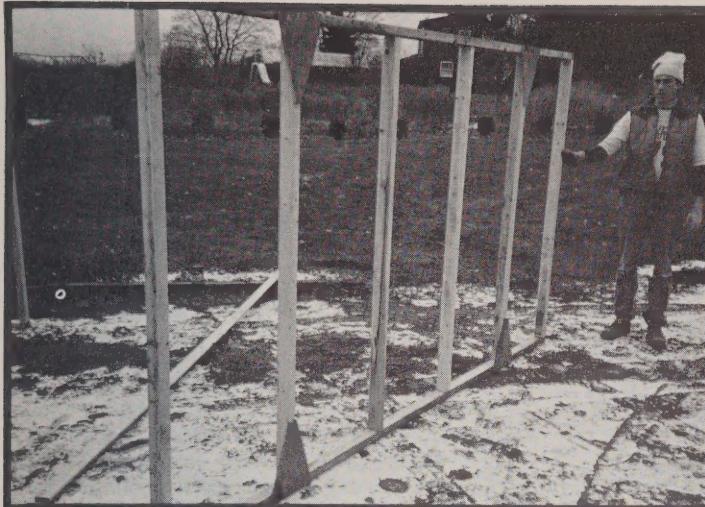
side up over the ridge down to the opposite sill. The seam in the middle is taped with poly tape. The third roll provides cover for the two end walls.

To get in and out, I framed up a simple door of 1x3 strapping between two studs in one sidewall and fitted two cheap hinges and a cheap thumb latch. The door is installed before the plastic is put on, and the latter is stapled onto door and also to surrounding frame, then the joint between is cut. And to ventilate the structure I left openings at the peaks on the gable ends, as condensation in a totally tight plastic "greenhouse" like this makes for lots of dripping on a sunny day. So the cold air gets in a bit, but not much. The sun on a 30 degree day in January warms the inside to 50 degrees or so, nice for carrying on with the work.

So, for about \$120 I have a nice 200 square foot winter storage/workshop for the sloop. In April my wife will use it as a walk-in coldframe for her greenhouse seedlings as the sloop will then come into the outdoors for finishing off under the sky on nice days. And when the seedlings are hardened off, the building comes apart with a socket wrench in an hour and the sections are stacked up behind the barn until I again need shelter.

Since this is only a "winter cover" for my boat, it requires no building permit or any of that local bureaucratic paperwork, nor is it added to my assessed value for the tax man. Just a nice, convenient, cheap, walk-in winter cover for a boat that deserves it.

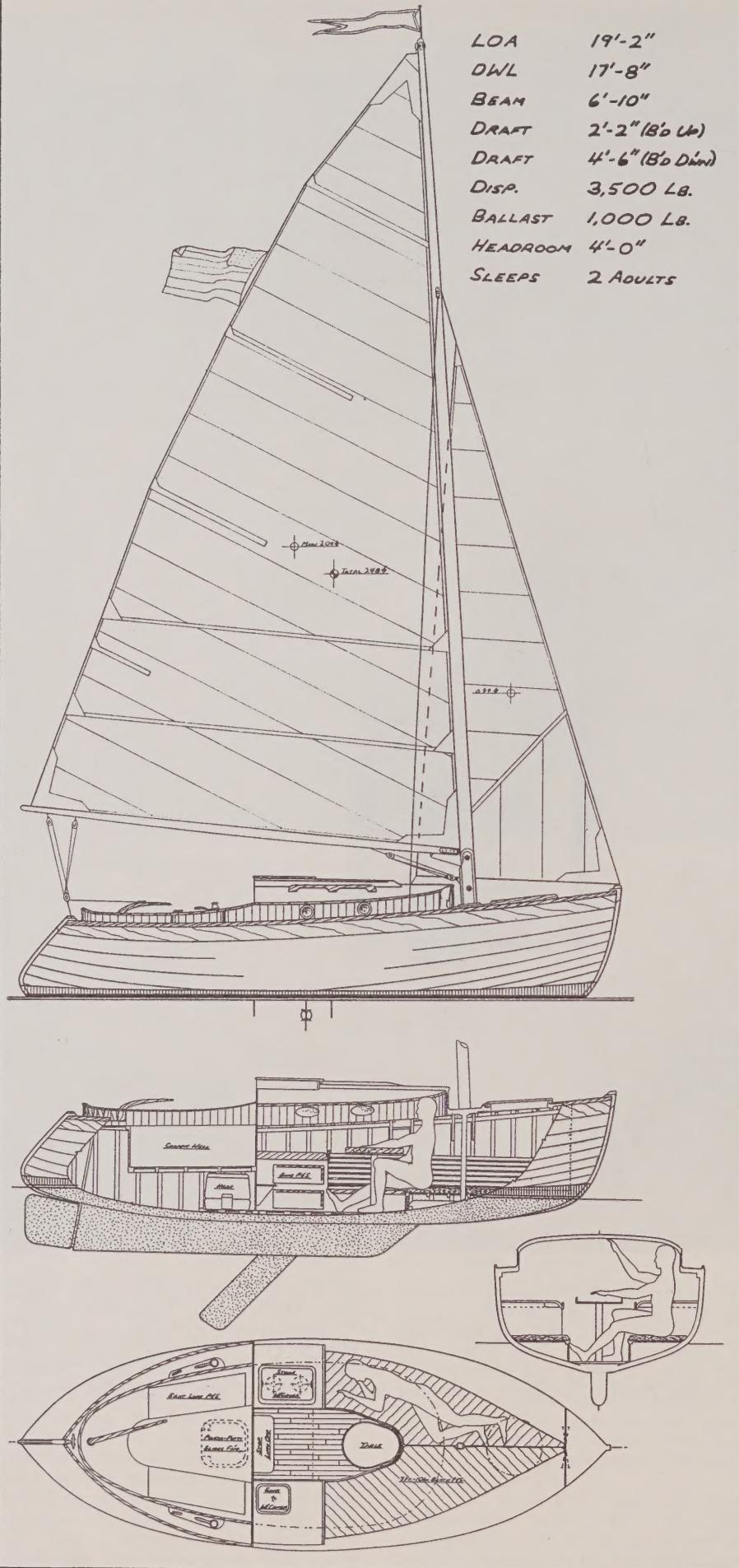
Anyone wanting more details can contact me and I can furnish some sketches and stock lists. Write to me c/o Boats, 29 Burley St., Wenham, MA 01984.



Top left: Single wall section of 2 x 3 studs nailed together with plywood gussets to stiffen it. Top right: Six sides bolt together to form this rectangular 10 x 20 box, sitting on the ground. Middle left: The gable ends are triangular pieces made up of 1 x 3 strapping, the roof sections, also of 1 x 3 strapping, have long sides at top angled so as to lay flat against opposite side to form ridge. Middle right: The poly goes on over the whole structure from the sill on one side over the ridge and down to sill on the other side. Lower left: Three rolls, 10 x 25, of 4 mil poly do it all. Lower right: The door is another simple frame of strapping with cheap hinges and thumb latch.

MADRIGAL

Dave's and Howard's Latest Creation



Dave Gerr and Howard Mittleman have gotten together on another project, more demanding than their earlier PIPPIN, a small sailing garvey. MADRIGAL is a 19' canoe yawl of very attractive appearance being built in the traditional manner. Dave is the naval architect, he offers a variety of his designs for sale to builders, professional or amateur. Howard is the proprietor of North River Boatworks in Albany, NY, where he and his crew build elegant traditional wooden boats for sail or oar. Dave's been working up MADRIGAL for some time, and when the plans were ready, he again chose Howard to build the prototype.

Right off Dave has to explain about the "yawls" part because the boat is sloop rigged. It has a canoe stern of unique reverse tumblehome but only one mast. Dave's rationale for still calling it a "canoe yawl" is that the term, "yawls" applies not just to type of sail rig but also to type of boat. It was applicable to small, shallow draft rowing and sailing craft that were used by larger sailing vessels as handy runabouts, called "yawls boats". So that's where the "yawls" comes from.

MADRIGAL has a centerboard but it is built into a shallow draft keel, what is termed a "keel-centerboarder" in today's fiberglass consumer boat literature. The centerboard is long and narrow for effective lateral plane going to windward, while there's plenty of keel at 2', 2" for hanging on the wind through shallows if desired. Dave's pitch is towards that sort of gunkholing use, getting into places the keelboats cannot, yet having some of the advantages of a keel over just a centerboard. Dave says one takes MADRIGAL right aground on suitable shelving beaches with the keel shoe supporting the weight and a pair of "grounding legs" that store in the cockpit lockers hooked over the gunwales in brackets provided. These even adjust for uneven ground, and are not detrimental underway as are the typical bilge keels used for grounding out in some designs, particularly British inspired ones.

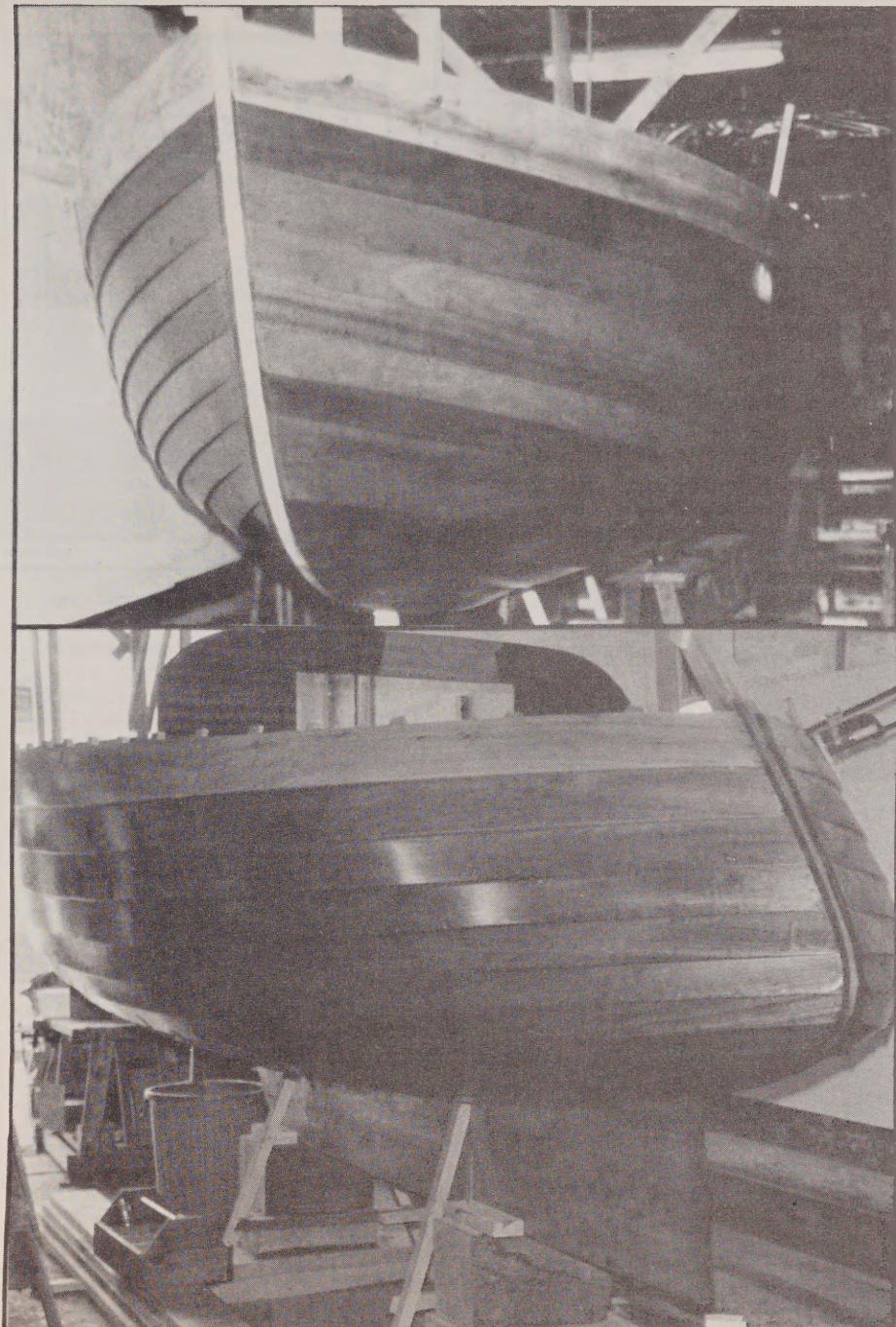
The drawings certainly present an attractive looking boat. Dave points out that the reverse stern keeps the boat at a manageable 19' for trailering yet the boat is actually about a 23 footer in terms of available useable room. He's designed a nice house for overnighting with 4' headroom and long 7', 10" V-berths forward, handy galley and real table, and stow-away portable toilet back under the bridge deck. The self bailing cockpit holds four in comfort with those highback coamings and under the seats are huge lockers.

MADRIGAL carries 248 square feet of sail with most of the drive coming from the main, no big overlapping supersize jibs. The main has a big batten up high that holds out a considerable roach for added sail area, and two deep reefs. The jib is small and feeds the main as well as providing some handy control, such as in backing it to swing the boat around. All the lines come back to the cockpit, a singlehander can do everything with the rig while at the helm, including reefing or dousing the sails. Reefing is slab type, and lazy jacks catch the sail as it drops. And the mast is tabernacle mounted for easy trailering.

Howard is building the prototype traditional style, as the plans dictate, with massive oak frames on 8" centers, a stout keel, stem and sternpost. Planking is lapstrake, a tough approach with the broad-chested, fine-ended hull shape. For home building, Dave offers plans for strip planking, easy enough for almost anyone. But even the traditionally built version adopts modern protective overcoat, with full epoxy coating inside and out, and critical joints not only clenched nailed, but also epoxy glued. The plank seams have their clenched nails backed up with 3M 5200 sealer. All this pretty much eliminates any period of soaking up water to stop leaks. The boat can be trailer stored and launched dry anytime. And the wood is well protected from future deterioration.

The classic lines are enhanced by use of fancy woods for building, with contrasting light and dark chosen for best appearance bright finished all over. Deckhouse sides are vertical tongue and groove dark mahogany while trim moldings are light ash, for instance. And all the hardware is brass or bronze, with wood shell blocks or bronze on the running rigging.

MADRIGAL may be inspected, by prior appointment, at the builder's shop, North River Boatworks, 6 Elm St. Albany, NY 12202, phone (518) 434-4414. She will also be at the 1986 Wooden Boat Show for in-



Front and rear views of the first MADRIGAL under construction at North River Boatworks.

spection and for test sailing by serious prospects. The present price complete ready to sail away (as they say) is \$27,500. Not a budget boat, all that care and class and quality doesn't come cheap. Building plans are \$95, covering all you need to know, for either lapstrake or strip building. I guess Dave will send you his study packet if you ask, he doesn't mention it in the news release, but it's very comprehensive. Probably you'd do well to include \$5 with your re-

quest. Dave Gerr is at 37 Alden Park, Throgs Neck, NY 10465.

Maybe this is a good spot to remark on why study plans cost \$2 to \$5. They cost something to print up and to mail, and when they are free EVERY dreamer who comes along collects a set. This can run up quite an expense with little chance of a subsequent order. So, the view is, if you're interested enough in a design to want more details, it's worth a couple of bucks of earnest money.

Scarcely had Joe headed the TRITON for the island, when the wind again gave signs of leaving us; there remained enough, however, to carry us to the strip of shore at the foot of the rocky bluff.

"Here's island number two!" cried he, as we disembarked.

"Three, you mean," I rejoined; the island of Aquiday counts for the biggest of all; and we slept there last night."

"That's a fact; but it seems like the mainland, you can't see that it's an island. But I've been on that before, at Oldport."

"So have I; but we never reached it in the TRITON, till this expedition. Let's climb to the top, and take in the view."

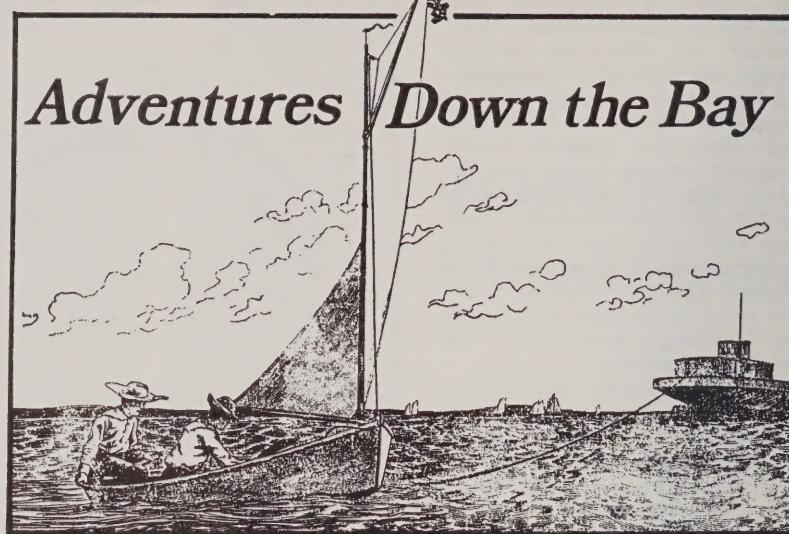
Joe got out his glass, and we scrambled up the steep ascent, among the bayberry bushes and stunted junipers. It wasn't a long climb, but we were high enough to get quite a prospect of what lay near by; and it was a pleasant one. The long expanse of Seaconet River was nearly calm, with a few boats and little vessels drifting along; on each side the quiet shores stretched away southward, dark lines of wall led down the slopes and curved over the low hills, enclosing fields of varying shades of green, basking in the warm sun, and dotted with trees or bounded by patches of woodland, casting cool shadows. White houses and gray barns peeped out; in two or three places the distant arms of a windmill rose against the sky; grazing cattle made red, white, or black points against the russet pastures.

In the other direction, both bridges extended across, with the cove showing in blue patches further west, among its islands; beyond was the broad surface of Mount Hope Bay, with the mount rising at the left from the water's edge. To the west, the rising shores of Aquiday, bearing the little villages of Portsmouth and Newton - scattered among their trees - at last met the horizon nearly two miles away in the grass-grown ramparts of the old Revolutionary earth-works on Butt's Hill. Further south, Quaker Hill - another name associated with that bloody 29th of August - rose from the midst of the island, crowned with its ancient windmill.

Eastward was the little sheet of Nanaquacket cove, at the foot of the Tiverton heights. With his glass Joe could make out the man still working away at his sloop, whose mast slanted up, a tiny streak of light against the dark trees. Nearer by, the schooner lay motionless; as we looked the jib came down with a run, then the peak of the main sail began to sag,

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Adventures Down the Bay



Wallace P. Stanley, Author

Published in 1901

H.N. Cady, Illustrator

and it slowly descended; one man easing away the halyards while another stowed the canvas in orderly compass.

"Their anchor's down," said Joe, squinting through the glass.

"They've made up their minds there's no more wind for the present. Well, if there isn't, we can stay here and explore the island, till it breezes up from southerly, as it's pretty sure to do. Let us get our blankets first, and let them be drying; here's a first-rate place on these rocks."

"All right - great Caesar!" exclaimed Joe.

Our little skiff, which had brought us to this lone spot in the midst of the waters, was drifting gently away, with the sail up - fortunately there wasn't wind enough to fill it - and was already several rods from shore.

"Didn't you heave out the anchor?" I asked, as we scampered down the rocks.

"I guess if either of us had, she wouldn't be there. I'm going to swim out to her - no need of us both going," and he began to jerk off his things. In a half a minute he was over, striking out for our straying vessel. The tide, now rapidly rising, had floated her bow from its slight hold on shore; it was an almost unheard of thing for us to neglect securing her, but I suppose we were each possessed with the idea that our stay on the island would be only for a minute or so. We had been surveying the prospect for a longer time than we had realized.

It was no difficult matter for Joe to overtake the TRITON, which was only edging away by slow degrees, and to bring her back to the shore with a few strokes of the oars. Then he tossed out the grapnel with an air of energy and determination.

"You don't give us the slip again, from THIS place, anyhow!"

Then, while I took the wet blankets from the locker, he began to get into his clothes; but suddenly paused and threw them off again, saying: "The water's nice and warm; I'm going to take a regular swim, now I've begun!"

So he splashed in once more, while I carried up the blankets and spread them out over the rocks, which were already well warmed for their reception. I didn't follow Joe overboard, but found a place in the shade where I stretched out and enjoyed the scene; my grassy couch, slanting to the verge of the rocks, seemed very different from the boards of the night before.

When Joe came up, we strolled about the islet, threading the scrubby underbrush of its woods, which were at least so large that in their midst we could fancy ourselves far inland, and scrambling among the rocks, where the long, prickly blackberry switches tried to detain us, though the berries they offered were few and scattered, and hardly worth the stopping for.

"How lucky for us that it was calm! If there'd been a wind, you never could have caught her; and though this island may be pretty enough, you can't get much of a living out of it."

"We wouldn't have missed one meal!" Joe rejoined. "I'd only have waited long enough to make sure on what shore she'd fetch up; then I'd just swim across and got her."

"Aw, come off! the nearest land's pretty near a mile."

"Perhaps it is, but I know I could swim further. Anyhow, there's enough wood 'round here for us to make a raft with."

"I would take till next week to hew a raft that would float us, with our jack-knives."

"Well, we needn't set out to make one big enough to keep us dry; if we were part way in, 't wouldn't matter, for we could leave

our clothes here, and sail back for 'em."

"That all sounds very well, but I'm glad we haven't got to see whether we can carry it out. Look! the wind's coming up the bay."

Far down oceanward the dark band of ripples was spreading across. We sat down in the shade and watched it slowly drawing nearer.

"What'll we try for next, when the breeze picks us up?" queried Joe.

"Well, I don't expect we can make much more headway to the south; but let's try beating down for awhile, and see what we can do. Perhaps we can get to Seapowet point; that's hardly two miles down, on the Tiverton side."

At last Seacocket River was nearly all dark blue again, and the ruffled surface began to spread up on either side of the island. We gathered up the blankets, now thoroughly dried, and went down to the TRITON, whose sail was beginning to flap gently; she swung against the shore, riding by her anchor, which was now more than a foot under water. Off we shoved; the beach shelved steeply, and we put down the leeboard at once; then I took the steerer's place, and hauled the sheet close in.

As the breeze freshened, we bowed merrily along. The schooner's men hoisted her sails, one by one; we watched her weigh anchor and get under way. We heard her horn toot for the draw-tender, and saw her glide through into the inner space, where she floated toward the eastern shore, and again came to anchor.

After a while we drew near the coast of Tiverton. We had gained to the southward of Gould Island, but not very far. On the next tack, we made even less, as the wind came from west of south. When the pebbles of the Aquidau shore could be seen through the shallowing water, "Bout ship!" I shouted; and Joe shifted the leeboard. "Want to take her now?" I added.

"Yes; give us that oar, and let's see how your uncle can steer. She ought to be getting more to windward than this."

"Well; I'd like first-rate to see you make her. The cold fact is, no sailor'll ever be able to make this craft work to windward in anything like decent style, till we have a bigger sail than this."

"There's where you're about right," he agreed. "We were rather too much on the safe side. To be sure, there isn't any ballast, but both of us always go when there's anything of a cruise to be made; and even one of us amounts to more ballast than this sail needs."

We did make more southing on this tack, however; partly because it was the "gaining tack," and

partly because it was the longest of the three we had made since starting from the island. But on the next, we hardly did more than cross back to Aquidau, spite of Joe's best steering. The tide was running up, meanwhile; and though there couldn't have been much of a current, what there was helped to put us back.

"I'll tell you," said I, "there's a place called the Glen, marked on the map, on this side of Aquidau, and it can't be very far from here. There's a stream that runs through it into the bay; so we can tell when we're opposite there, and I'd like to see what sort of a place it is, now we're in the region. So don't let's go clear across again, but tack down along here till we find the stream."

"Well I'm agreeable," replied Joe; "but how do you know we haven't passed it?"

"T isn't at all likely; Quaker Hill bears too far south of us; but if we shouldn't find it, we can coast along this side when we come back, and make sure of it."

But we found it, scarcely a quarter of a mile further down. At least, here was a fair-sized brook flowing down across the shore. It came out from a gap in some thick woods, and a road came out alongside of it, leading to the beach.

There seemed to be no one near; but as we might be out of sight of the boat for some time, in case the place seemed worth exploring, we carried up the oars and satchels among the trees, and, after eating our dinner, we hid them among some thick bushes. Then we followed up the brook; it led us into a deep ravine, thickly wooded on each steeply-sloping side with good-sized trees; the bottom of it was shared by the road and the brook, which wound along together, the water gurgling over the rocks and stones and pouring into little basins, after the manner of such places.

We wandered on for some distance; it was pleasant and cool in the shade, with the leaves whispering high overhead. But it seemed to be the same sort of thing right along; and we began to wonder whether we cared to follow it out to the end, when all at once we caught sight of some sort of a building glimmering among the trees; so on we went to see what it might be.

(To be continued)

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What's been happening...

A ROUNDUP OF READER REPORTS ON HOW THEY'VE BEEN MESSING ABOUT IN BOATS

IF WINTER COMES . . .



Can SUMMER be far behind? Dot and Jules Wiebel enjoying their beautifully restored circa 1900 sail-

ing canoe last summer turned up on their Christmas card, a nice mid-winter touch.

TWO ARE BETTER THAN ONE

Last spring I was a little careless while building my second Monfort geodesic Aerolite canoe, getting the acid hardener from the glue onto my thumb. Off came the top layer of skin.

But this did not prevent the enjoyment now of TWO canoes. It happened that a personable young, blonde Danish woman came to visit some friends here in town and I was able to take her out for some paddling lessons! An added benefit for messing about in TWO boats.

This reminded me that a couple of years ago I corresponded with a fellow in British Columbia who designed and had built an 18' catboat. Soon after launching it, he married and I wrote that this might be construed as a serious conflict of interest. Now here, was I creating my own conflict of interest?

A bit too late, actually, as a wife and a boyfriend stood in the way. But the boat and the Dane were lovely to look at, even if the boat was sealed with varnish, which I suppose has its place despite my convictions otherwise.

Report from Rob Pittaway

Preserving the maritime past is a function of the maritime museums which exist along much of our seashore, but there's another group that is attempting to provide an overview of it all, the National Maritime Historical Society, located at Croton-On-Hudson, NY. This is an effort by a number of concerned persons with the assets and desire to preserve significant maritime historical artifacts and much of its effort has been focussed on saving several sailing ships and early steam tugs.

But, the journal the group publishes is a key, for it is devoted to the subject of sea history and is so named, SEA HISTORY. It is not confined to antiquity either, much of the material published is concerned with recent times, World War II maritime efforts of the merchant marine, for example, are a major subject. The magazine is very nicely done, while it is of a scholarly bent it is anything but dull and stuffy, with excellent writing and photographic and illustrated material.

WHAT ABOUT SEA HISTORY?

THE CAMPAIGN for SEA HISTORY
\$350,000 Stage I Goal, by June 1986

\$146,850 achieved as of September 20, 1985

Campaign launched, June 22, 1985

Pervading the historical material presented is the role that the Society is attempting to play, in the manner of a newsletter, the journal carries a lot of Society business and hopes and dreams and personality information. Right now they've launched a fund raising

program (everybody's doing it) to double membership from 10,000 to 20,000 and even to hope for 100,000. Why build it up? To better carry the message to America that there's a lot of maritime history going to disappear if it isn't preserved somehow, not just the well publicized major ship saving efforts, but also the peripheral artifacts and information.

It's a big field and where does one draw the line on what to preserve with limited funds and manpower? This is an unanswered question, at this point the Society is still on the typical edge of financial risk most such non-profit efforts experience. The goal is to boost the annual budget to about \$350,000. In hand from key supporters is about \$150,000 so they have \$200,000 to go. If you are interested in the subject, you really should look into it more, SEA HISTORY alone is well worth the annual dues. Contact the National Maritime Historical Society at 132 Maple St., Croton-On-Hudson, NY 10520, phone (914) 271-2177.

REMEMBER THE SEA OF INEQUITY?



Jane Crosen's whimsical map of a coastline, replete with such interesting spots as the title, Midlife Passage, Moot Point, etc.? We reported on it in the September 15th issue.

Well, Wes Farmer out in Minnesota and a friend, Frank Chase, caught the fever and came up with a host of new locales that might fit onto this sort of navigation chart for Whimsyland.

If you can handle this sort of thing, read on. Extreme Junction; Cleavage Gap; Overdee Hill; Ole-

man River; Stream of Consciousness; Payables Steadily Mountain; Pratt Falls; Chicken Neck; Bad Over Bight; Glade Tobee Alive; Dusty Roads; Kitchen Shelf; Minnesota Flats; Channel Knowledge; To The Point; Muscle Shoals; Good Gah Reef; Son of a Beach; Led Zeppelin Rocks; Harbor Resentment; Seattle Slough; Abbe Lane.

Midwestern overtones intrude, more inland sorts of places, aren't they? You can check into Jane's stock of whimsy by writing to her at Brooklin, ME 04616.

MESSING ABOUT IN BOATS

With Carl Erickson



WHO SAID Boating
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John Ramwell - \$12 PPD
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What's happening...



MYSTIC SEAPORT WINTER WORK SHOPS

Mystic Seaport Museum will host evening workshops in February for the recreational sailor and potential boat owner. Each two-hour session starts at 7:30 p.m. in the Youth Training Building at Mystic Seaport Museum in Mystic, CT. Fee for non-members is \$6.50 per workshop. Registration or further details can be arranged with the Sailing Workshops, Education Dept., Mystic Seaport Museum, Mystic, CT 06355. Phone is (203) 572-0711. The schedule is as follows:

FEBRUARY 4: A staff member of the U.S. Yacht Racing Union will discuss recent changes in yacht racing rules.

FEBRUARY 11: Beth Mongillo will demonstrate fiberglass repairs with an opportunity for hands-on experience with the materials used.

FEBRUARY 18: Jeff Johnstone will discuss the offerings of the J-World Sailing School in Newport, RI and show videos of racing tactics and J-boat cruising.

GREAT LAKES KAYAK TOURING SYMPOSIUM

This is out of our area of interest but the organizers asked anyway if we'd publish this announcement, so: The Second Great Lakes Kayak Touring Symposium will take place June 27-29, 1986 at Northwest Michigan College in Traverse City, MI. The format will be much as that used at Castine, workshops for new paddler and expert on a variety of appropriate topics. Even the "faculty" will be mostly the same group of people in the trade and recognized non-professionals in the sport. The fee is \$40 and you can find out more by writing to Great River Outfitters, 3721 Shallow Brook, Bloomfield Hills, MI 48013. Or phone (313) 644-6909.

This year
don't miss
the boat!
WOODEN
BOAT
SCHOOL
(THAT IS)



WOODEN BOAT magazine again will host its summer long Wooden Boat School down in Brooklyn, ME. In 1985 31 courses were offered, each from one to three weeks long, during the 15 week summer. 129 men and 13 women took part from 26 states and 2 foreign countries. 44 boats were worked on or sailed, and 19 new boats were built and taken home by participants. Also, 319 lobster dinners were enjoyed!

For the 1986 Wooden Boat School catalog, write to Wooden Boat School, P.O. Box 78, Brooklyn, ME 04616.

NORTH AMERICAN SMALL BOAT SHOW

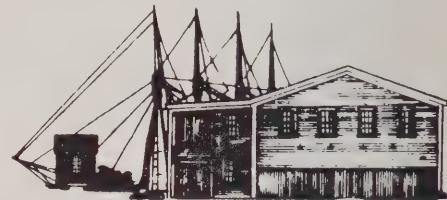
The North American Small Boat Show is on for May 16-18 at the Newport Yachting Center in Newport, RI. Expanded land space will be available this year to provide more display area for exhibitors and to improve traffic flow and display visibility. Amongst special programs will again be the rowing race. This year the race will be organized by Bill Fisher of Small Craft in Baltic, CT. For details on the race, call Bill at (203) 822-8269.

Once again, many boats will be in the water for tryout by serious prospects. Potential exhibitors or other interested persons should call Abby Murphy at (401) 846-1600 for more details about the Show.

SEA KAYAK POOL SESSIONS

Chuck Sutherland will be conducting pool sessions for sea kayakers in the metropolitan New York area on February 22nd, March 1st and March 8th. Call Chuck for more details at (718) 767-5020.

MAINE MARITIME MUSEUM



WINTER PROGRAMS

A series of boatbuilding workshops and winter lectures are scheduled for the coming months at the Museum's Apprenticeshop and other locations in Bath, ME. The following is the schedule:

FEBRUARY 6: Lecture, Building of the Hackmatack Schooner "JANET MAY" by builder and designer, Philip Shelton, senior instructor at the Museum Apprenticeshop. At Sewall House, 7:30-9 p.m. \$2 to public.

FEBRUARY 11 & 13: Workshop, "Sail Repair" by Nat Wilson, sailmaker. At Apprenticeshop, 7-10 p.m. Prior registration required.

FEBRUARY 20: Lecture, "My Memories of Hendricks Head Light" by Mary Charbonneau whose family has owned the light since 1930. At Sewall House, 7:30-9 p.m. \$2 to public.

MARCH 6: Lecture, "Cover to Cover, Making of LOBSTERING AND THE MAINE COAST", by Nathan Lipfert, co-author of the book and Museum curator. Patten Free Library in Bath, 7:30-9 p.m. \$2 to the public.

MARCH 11 & 13: Workshop, "Rigging & Marlinspike Seamanship", by Brion Toss. Apprenticeshop, 7-10 p.m. Prior registration required.

MARCH 20: Lecture, "Clues From the Coastline, Maine's Exotic Ballast Deposits", by Dr. Ernest W. Marshall. Sewall House, 7:30-9 p.m. \$2 to the public.

Museum members are admitted free to lectures. The workshop registration and fees details are as follows:

Each workshop is made up of two three hour sessions running from 7 to 10 p.m. on the Tuesday & Thursday evenings noted. Class sizes will permit hands-on instruction. Fee for each is \$35 for non-members (\$25 for members). To register or to learn more, call the Museum at (207) 443-1312.



American Canoe
Association

SEA KAYAK COMMITTEE FORMED

The American Canoe Association has established a new committee to serve the interests of the growing number of sea kayakers.

The goals and objectives of this new ACA committee are stated as follows:

1. Put together a beginning sea kayaker course outline.
2. Put together a sea kayaking informational brochure.
3. Cooperate with other sea kayaking organizations.
4. Design rescue and safety training clinics.
5. Make sea kayaking videos available through the ACA Film Library and publicize them through the ACA.
6. Coordinate and make available sea kayaking programs at divisional and local levels.
7. Compile a source list for boats, equipment and rentals.
8. Establish an ACA presence at major sea kayaking symposia.
9. Establish By-Laws for the committee.
10. Encourage and support competitive sea kayaking.
11. Make SEA KAYAKER magazine available to ACA members at reduced rates.
12. Provide input to the President's Commission on American Outdoors.

This is admittedly an ambitious set of goals but the committee is optimistic and enthusiastic. Interested persons should contact Dave Getchell, Chairman, ACA Sea Kayak Committee, P.O. Box 1976, Easley, SC 29641. (803) 855-1987.

Two videotapes of interest to sea kayakers are presently available from Aquaterra and will soon be available from the ACA Library.

A double tape (50 minutes) entitled "Sea Kayak Rescues & Basic Paddle Strokes", sells for \$75.

"Ticket to Freedom, a Look at Sea Kayaking", (25 minutes) is \$25.

Order from Aquaterra, Box 1357, Easley, SC 29641.

PADDLESPORT IN FEBRUARY

The one-day New Jersey Paddlesport Show for canoeists and kayakers (including sea kayakers) will take place at the Ramada Inn on Rt. 1 in Princeton, NJ on Saturday, February 8th from 9 a.m. to 9 p.m. In addition to trade displays of boats and equipment, various workshops and exhibitions are scheduled.

ROCKPORT APPRENTICESHOP LECTURE SERIES

The Rockport Apprenticeshop at Rockport, ME, has launched a winter lecture schedule, starting January 15th. Notice arrived here too late for January 15th issue inclusion, but here are rest of dates:

FEBRUARY 5: "Sailing the Pacific on a Shoestring, My Voyage to Tahiti in a 55' Ketch", by Jory Squibb.

FEBRUARY 12: "Small Boat Cruising in Salt Water & Fresh", by Dave Getchell.

FEBRUARY 19: "Life Aboard the 300' Bark, SEA CLOUD", by Brion Toss.

FEBRUARY 26: "Small Boats, a Look at the Past", by Ed Coffin.

MARCH 5: "Building Lobster Boats on Vinalhaven", by Phil Dyer.

MARCH 12: "ANGELIQUE, Evolution of a Windjammer", by Captain Mike Anderson.

MARCH 19: "Design, Construction and Racing of Ocean Multihulls", by Walter Green.

MARCH 26: "Fancy Knotwork", by Susan Manning.

The lectures are all at 7:30 p.m. Wednesday evenings around the stove at the Apprenticeshop on Sea St. in Rockport, ME. Call Steve McAllister at (207) 236-6071 for more details.

HOW ABOUT A SWAPPING COLUMN?

Brad Cook is one reader who has too many boats, since he likes to collect interesting craft. He concludes that maybe there are others like himself out there and has the following to suggest about what to do with all these boats:

"Have you ever thought of a boating swap program? I have been collecting small boats for the past 10 years or so (usually at no cost or low cost, but occasionally as new purchases). During this decade I've been teaching sailing, canoeing, rowing, kayaking and boat repair at a wilderness camp in the Adirondacks as well as maintaining their fleet of over 60 boats. In the winter I continue this, but on a less formal basis.

The reason I work at the camp is related to why I collect boats, it allows me to share my love of boats and boating with others. Right now I have 13 boats of different types. I obviously cannot use them all to any great extent, but I do know that few people just starting out or being introduced to boating are going to own boats and I like being able to share my boats with others.

At times I find myself duplicating a type I already have, or wishing to add another type, but cannot justify another boat or find additional storage space. At other times I wish I had more of a single type for taking out groups on trips. So my thoughts turned to a swapper's column. While I have some antique boats I do not wish to swap, I do have at present the four boats in the following ads that I'd make permanent swaps on for other boats appropriate to my interest at the time. I am also willing to swap temporarily any of these boats or a canoe or whitewater kayak or windsurfer for a limited time.

So, look over the following offerings, if you want to buy, fine. If you'd like to swap, tell me what you have. Let's hear from interested readers about an ongoing SWAPPER'S MARKETPLACE.

Brad Cook, George School, Newtown, PA 18940

11' DORY SKIFF, similar to an A.R. True dory skiff. Brand new, fiberglass with mahogany gunwales and solid flotation. Rows well. \$650. Boat is near Boston.

16' ADIRONDACK GUIDEBOAT. Almost new fiberglass, ash gunwales, cane seats. I inherited a St. Lawrence Skiff and so have no use for this one. \$450. Boat is near Burlington, VT. but can be transported to Boston area.

14' A.R. TRUE DORY SKIFF, three planks. Needs work but can be fixed without replacing planking. FREE. Boat is near Boston.

26' DYER DHOW Senior Class, 1 of 4. Sloop, full keel double ender. Plywood sides, planked bottom. Sound but needs work. Already stripped. New mast, good sails, many supplies already bought. FREE if you take it away. Boat near Albany.

Call Brad Cook at (215) 968-3811 to talk swap or purchase.



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Winter Reading...

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Bob Glick has been advertising his Columbia Trading Co. as a source of old marine books with us for a long time. Bob has over 2,000 titles in stock at any time, and these are listed in his catalog which is updated periodically and is available for the asking.

Old books does not mean just historical books. It includes how-to books and carries right on up to the '70's with some titles. I looked through the current catalog and spotted these few that sounded interesting to me.

CRUISING BOATS WITHIN YOUR BUDGET, a 1957 compendium of 10 small cruising designs you can build, 229 pages for \$12.

A CRUISING GUIDE TO THE CHESAPEAKE INCLUDING THE PASSEAGES FROM LONG ISLAND SOUND ALONG THE NEW JERSEY COAST AND INLAND WATERWAY, a 1962 guide, 235 pages for \$10.

HOW TO SAIL & MANAGE A SMALL MODERN YACHT, a 1927 how-to on the boats of those times, 192 pages for \$12.

AMATEUR BOATBUILDING, a 1941 how-to, 252 pages for \$16.

THE ROMANTIC STORY OF DAVID ROBERTSON AMONG THE ISLANDS OFF AND ON THE COAST OF MAINE, an 1898 tour of the area, 283 pages for \$13.

THE COMPLEAT CRUISER, original 1956 Herreshoff book, 372 pages for \$25.

FOLDBOAT HOLIDAYS, a 1940 collection of folding boat cruising stories, 316 pages for \$15.

BOATOWNERS'S SHEET ANCHOR, original 1941 edition, 311 pages for \$14.

That's just a sampling of the variety of titles. Bob also stocks many old back issues of popular boating publications such as RUDDER, going back to 1900, priced around \$8 each. And he has what he refers to as "ephemera", all sorts of catalogs, manuals and advertising materials from yesteryear.

The catalog will get your attention if reading about those good old days in the publications of the times attracts you. Request your copy from Columbia Trading Co., 2 Rocklyn Dr., Suffern, NY 10901.

WOOD

Here's the definitive source of information on the use of wood as a shipbuilding material.

This 400 plus page tome measuring 8-1/2" x 11" is a one-volume edition of four reference books published by the Department of the Navy, Bureau of Ships, from 1957 to 1962. Dick Humphrey of Teaparty Books in Kingston, MA, put them all together inside either a soft or hard cover.

Well, those government guys left no twig unturned. This book is very full of technical information on all sorts of woods suitable for shipbuilding. The ships were, in that era, wooden hulled minesweepers typically (to dodge the magnetic mines). Built to government specs, these ships were tightly controlled in design and construction. The analysis of wood and its potential and application for shipbuilding is exhaustive. This is a textbook sort of book.

The four volumes (now sections of one volume) are:

Basic Wood Technology Applicable to Boat & Shipbuilding
Techniques & Practices Applicable to Preservation & Storage
Technical Data Applicable to Boat & Ship Design
Techniques Applicable to Boat & Ship Construction

No, I haven't read the book cover to cover. It isn't that sort of book. I sampled it here and there, mostly in that 4th section. The photos and illustrations are precise

TRADITIONALISTS

If you are enamored of traditional wooden boats and are looking for more reading on that subject than you get from WOODEN BOAT or even from us, here are three choices open to you.

The ASH BREEZE

Journal of the Traditional Small Craft Association

THE ASH BREEZE is a quarterly newsletter put out for the Traditional Small Craft Association. Over the past ten years the BREEZE has varied in content and interest but is now on a strong tack with editor Ralph Notaristefano putting together good stuff each issue. Last spring a big 28 page Commemorative issue was published celebrating the TSCA's first ten years with an exclusive interview with John Gardner, a TSCA founder. The BREEZE is a quality mag-

and informative. The text lumbers (get that?) along but is not obfuscation. This is the book for the STUDIOUS sort of wooden boat nut, the guy who wants to know ALL about using wood for boatbuilding. The scale of the craft involved is much greater than amateurs are ever likely to deal with, but the materials analysis and construction techniques are appropriate.

The photos are nostalgic a bit, here are all these guys in carpenter's overalls and mechanic's coveralls building wooden boats in factory-like surroundings. No old boatshop stuff here. No old time craftsmen fingering the edges of chisels. No, instead, workaday men working wood into shape with big jigs, power hoists, giant layout floors, overhead cranes, all that. The section on proper stacking of wood for air drying is fascinating, miles of neatly stacked boards oh so perfectly arranged by the guys on the payroll.

I'll probably be looking at my copy for the next couple of years. It's all departmentalized into sections with numerical codes and exhaustive indexes so one can spot read just where one wants to.

Teaparty Books will sell you the softcover for \$19, the hardcover for \$22, postage included in the U.S.A. Massachusetts residents must add that old 5% sales tax, and outside the country orders need another \$2 for postage and handling. Teaparty Books is at P.O. Box 232, Kingston, MA 02364..

ALERT

azine format newsletter and is available to the members as part of their annual \$10 dues. If you'd like a copy of that special issue to look over, you might send \$3 payable to TSCA, to Ralph Notaristefano, 3 Jay Ct., Northport, NY 11768. If you want back issues, ask Ralph about their availability and cost. If you wish to join up, send a \$10 check to TSCA, P.O. Box 350, Mystic, CT 06355. Your membership will be for 1986 and you'll receive the four 1986 issues of ASH BREEZE.

SHAVINGS

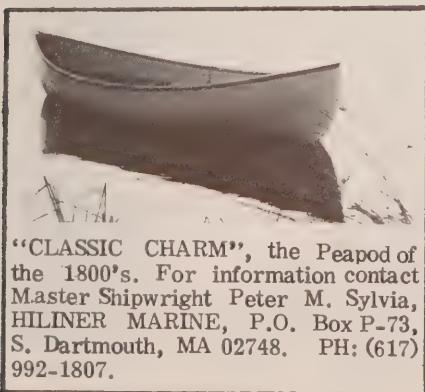
SHAVINGS is the newsletter of Seattle's Center for Wooden Boats, and comes around to members six times a year. Here's another quality effort at a newsletter, a typical 8 pager has good photos, easily read type and interesting reports

on the traditional wooden boat scene around Puget Sound. Dick Wagner has spent years bringing his dream of a wooden boat center to realization and now it exists. If ever you visit Seattle you must have a look at what Dick and his friends have done. But, lacking first hand opportunity, you can join the Center for Wooden Boats for \$15 a year and get the newsletter, SHAVINGS. Send your check payable to The Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.



Journal of the Traditional Wooden Boat Society

LINES & OFFSETS is the journal of the Traditional Wooden Boat Society located on Bainbridge Island in Washington, another Puget Sound traditional boat group. Editor Bob Chapel puts together a quaint and fascinating little periodical, the latest a 28 pager (half magazine size at 5-1/2" x 8-1/2"). In general, LINES & OFFSETS is the most strongly traditionalist in philosophy with not much interest in the blurring of wood and modern hi-tech materials that is creeping into WOODEN BOAT and even, to some extent, into the TSCA outlook now. Bob's a firm adherent of the traditional ways but he presses his points in a highly readable way and even if you don't happen to share his views you will enjoy reading them. LINES & OFFSETS was supposed to come out six times a year, but in 1985 Bob was hard pressed by personal business and did not meet the schedule. The \$10 membership dues will get you the full complement of issues even if they are more than a year coming out. For the future, Bob's talking a quarterly. You'll like it, maybe he has some samples around he'd send you for a look. Or, it's only \$10, send the money and see what happens. You'll not be disappointed IF you are firmly into the traditionalist camp. The address is the Traditional Wooden Boat Society, 1101 Wing Point Way, Bainbridge Island, WA 98110.



"CLASSIC CHARM", the Peapod of the 1800's. For information contact Master Shipwright Peter M. Sylvia, HILINER MARINE, P.O. Box P-73, S. Dartmouth, MA 02748. PH: (617) 992-1807.

HOW ABOUT STEAM?

Want to read up on steamboating? There are some good, expensive books available on the subject, but there are also a couple of periodicals devoted to steam powered boats. They're quite dissimilar.

STEAMBOAT BILL

Journal of The Steamship Historical Society of America

STEAMBOAT BILL has been published quarterly by the Steamship Historical Society of America since 1940, and this is a major scale special interest effort. A full color cover wraps around about 74 pages of feature articles with lots of photos. All about BIG BOATS. Ocean liners, freighters, warships, ferries, tugs. A number of regional reports devoted to chronicling big boats seen at various harbors make up part of each issue. I particularly enjoyed reading the New England & Eastern Canada news, of course, nicely written by Capt. William Frappier of York, ME.

Annual membership in the Society is \$20. If big steam is something you really are into, they have an extensive research library available, and offer a short list of books on steamboating, mostly big steam, MERCHANT STEAM VESSELS OF THE UNITED STATES, for example, at \$26. If you're more of a curiosity seeker, you'll enjoy the articles and can get involved if you like in local chapter activities. The New England Chapter can be contacted through Gini Lyke, 50 Francis St., Malden, MA 02148. The Southern New England Chapter is reached through Bill Wagner, 8 Woodland Ave., E. Providence, RI 02914. You can join the Society by sending your \$20 to the Steamship Historical Society of America, Inc., 345 Blackstone Blvd., H.C. Hall Bldg., Providence, RI 02906

STEAMBOAT NEWS

STEAMBOAT NEWS is a new publication which came on the scene the beginning of 1985 to cater to those who play with their own steamboats, designing, building and using. Bill Warren Mueller decided that nobody was serving the interests of the homebuilt steamboater adequately, as the major national publications interested in steam include boats, but are more heavily into engines and locomotives (scale models).

STEAMBOAT NEWS is a newsletter for the International Steamboat Society. It is a half magazine size format (5-1/2" x 8-1/2") and the latest issue ran to 24 pages. Bill introduces each new member each issue including whatever information these members care to submit on their boats and engines. Nice down home stuff. He carries technical columns such as "Pipelines" and other technical how-to articles written by members who have done so.

Bill also has a sizeable book list, the current one lists about 40 titles. One that caught my eye was, "MAINE LAKES STEAMBOAT ALBUM", a 50 pager soft cover in magazine size with 25 articles and over 125 photos of Maine steamboating, put together by DOWN EAST magazine. This one costs \$9.

Annual membership dues are \$12 which gets you six issues. Probably Bill might be able to send you a sample copy up front if you're unsure of your interest. Either to join up, or ask for a sample, write to STEAMBOAT NEWS, Rt. 1, Box 262, Middlebourne, WV 26149.



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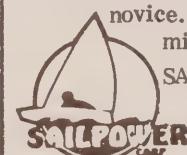


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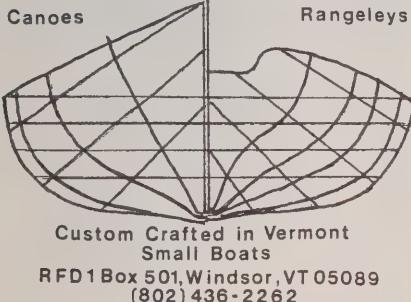
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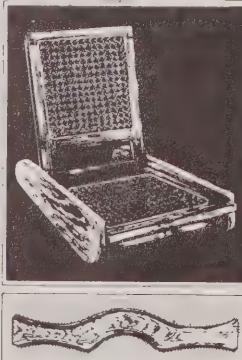
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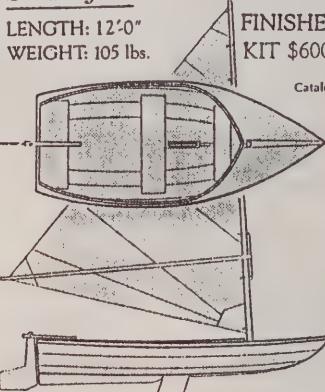
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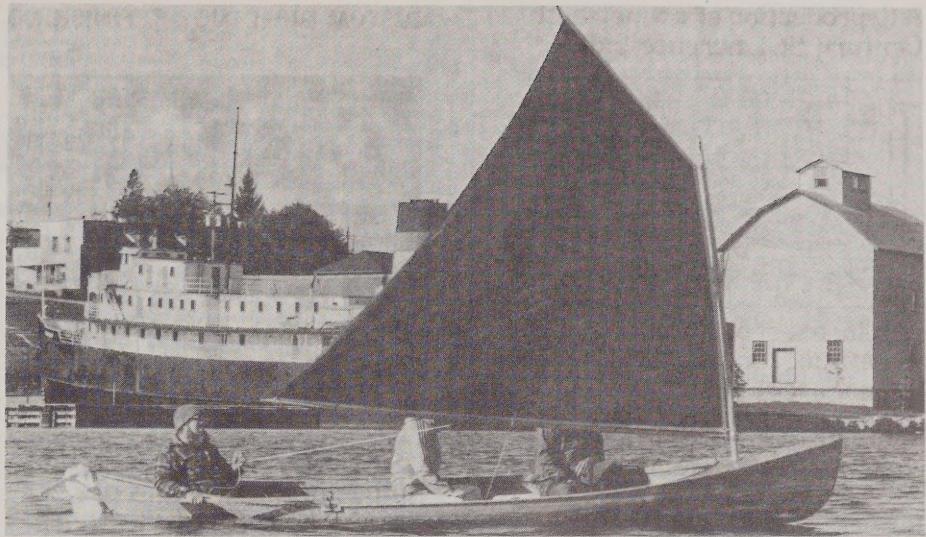
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A Modern Reproduction
of a Classic
St. Lawrence Skiff

The St. Lawrence River Skiff has now turned up in modern guise, a Canadian boatbuilding firm, Dove Boats, has put on the market a cedar strip built version, fiberglass covered, fitted out for sailing and for sliding seat rowing. In the U.S.A., Tom Henry of Essex, CT has taken on the DOVE. Tom is in the home heat business, but his enthusiasm for rowing and sailing interested him in the DOVE and he ended up not just buying one for himself, but taking them on as a business venture.

The builder extolls the lightness of the wood/epoxy construction as well as its nice appearance and durability. All valid points, all pretty well the pitch for any modern strip built boat. The monocoque construction of the strip built boat eliminates (or reduces to a minimum) the interior framing and permits lighter scantlings all



over. Covering the wood with clear epoxy and a layer of glass cloth provides a wooden boat sheathed in plastic that still looks like a wooden boat.

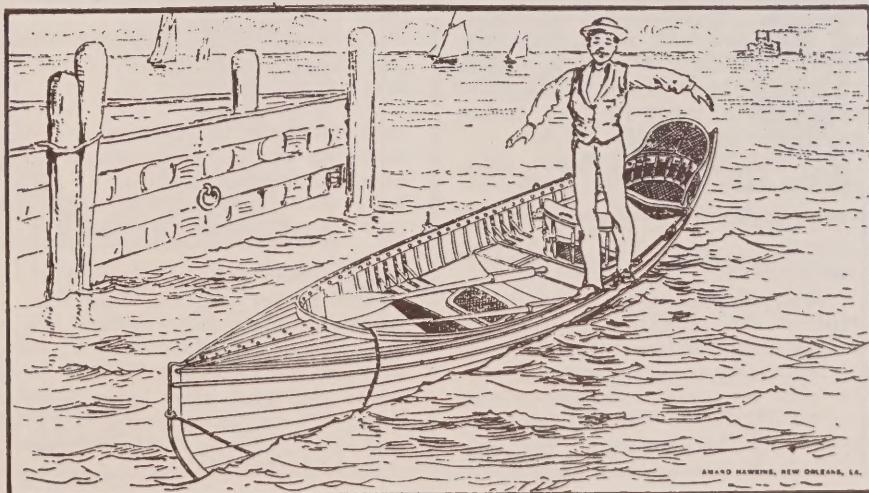
Part of the mythology surrounding the St. Lawrence Skiff is its lack of need for a rudder for sailing. The sailors of its time just moved around in the boat to steer it and old time drawings show these intrepids out there racing sans rudders, or standing on the gunwale to show the boat's stability. Well, Dove Boats thinks maybe a rudder is preferable today and so the boat has one. Despite this "complication", Dove says they still have kept the boat simple. It has a sprit rig easily dismountable, and a daggerboard instead of a centerboard.

And there is yet another "complication", and that is the fitting of a Martin Oarmaster sliding seat rowing rig. While the boat has lost much weight, dropping from a typical 120 pounds to about 75, it has added modern gear. The result is still a plus for performance, the sliding seat rig with Piantedosi oars really moves the light hull along.

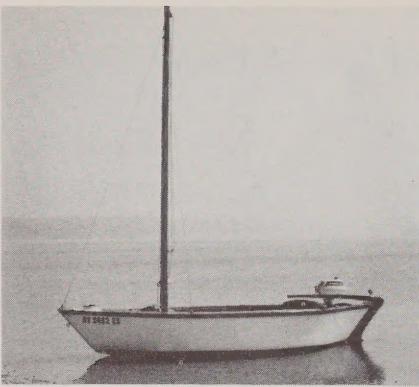
This all adds up to an attempt

to make a traditional design with proven performance and virtues attractive to the present day prospect for an all-purpose small open boat. Lighter weight, more efficient propulsion, less maintenance requirement, today's demands. Dove states in their literature that, "Now it is more than just a simple row boat used to take sport fishermen out to their favorite fishing hole along the St. Lawrence River. Now it's a great little exercise boat, actually an aerobic exerciser. Plus it can still be rowed in the conventional way with a fixed seat. And there's a nifty little sailing package that's available to make this little boat one of the most innovative crafts ever created."

Interested? You're looking at about \$2400 for the basic rowing model, with the sliding seat option another \$350 or so and the complete sailing package an additional \$750. The whole thing could run you around \$3500. Tom Henry can tell you all you may wish to know about the boat, whether you might want one for your own use or are considering becoming a dealer. Call Tom at (203) 767-2374 or write to him at 17 Little Point, Essex, CT 06426.



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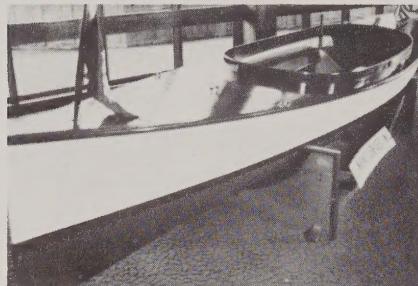
WANTED: Old boating magazines, literature, pictures and news items for research library.
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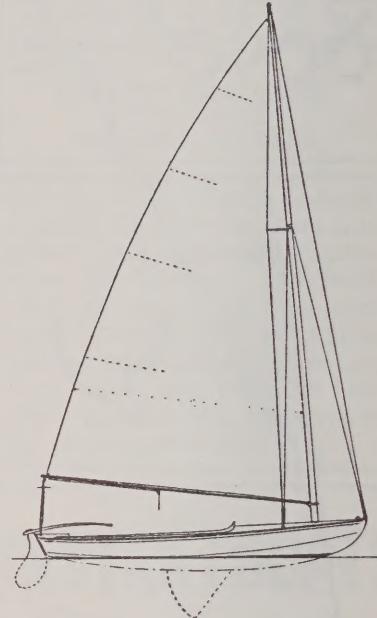
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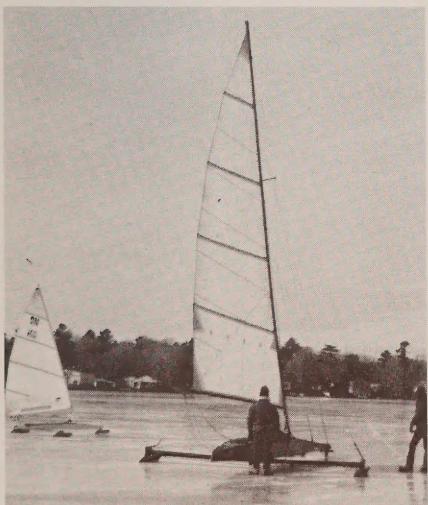
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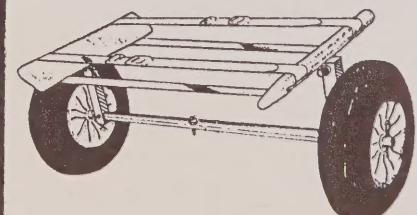


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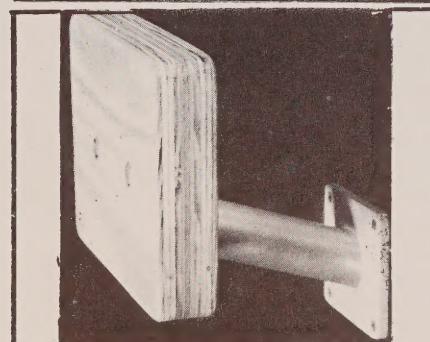
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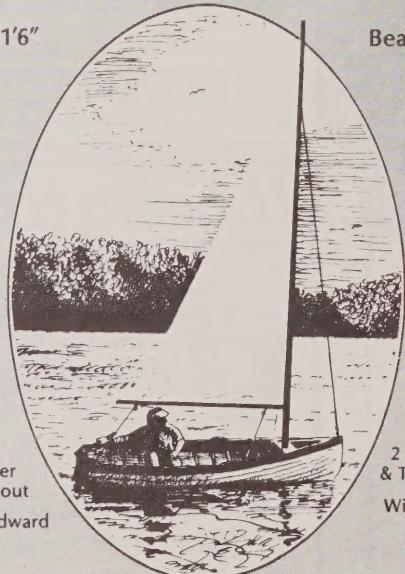
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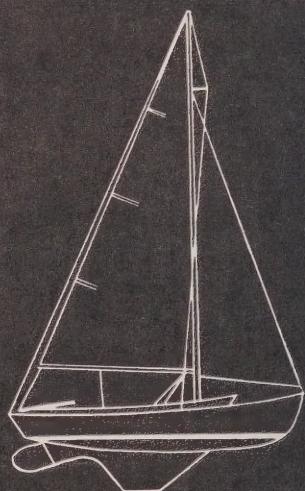
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